

OVERALL STATUS OF THE BROAD STREET PARKWAY PROJECT

- Federal Highway Administration's (FHWA)'s review of the Environmental Re-Evaluation Study is complete and an updated Record of Decision has been issued.
- A Memorandum of Agreement between the City of Nashua, New Hampshire Department of Historic Resources (NHDHR), New Hampshire Department of Transportation (NHDOT), and Federal Highway Administration (FHWA) defining steps to be taken to mitigate impacts to historic resources has been completed and approved.

IMPORTANCE OF THE RECORD OF DECISION

With the release of the Record of Decision, federal funding earmarked for the project is now available.

EARLY PRIORITIES FOR CONSTRUCTION

- Boiler House Demolition

A meeting was held on February 3, 2010 to review the 95% Design Plans and Bid Document Submission submitted by Credere Associates.

The results of additional on-site investigation and testing performed as requested by NHDOT in November 2010 were discussed. Testing indicated presence of lead paint at several locations; on structural steel, interior brick and granite surfaces. Testing also provided supplemental information which better quantifies the amount of asbestos containing material which will need to be handled and disposed of.

NHDOT, the City and HSI provided review comments on various provisions of the bid and construction documents. NHDOT identified specific requirements to be incorporated into the documents and supplemental backup information that will be needed prior to authorization from FHWA to advertise the contract for construction.

NHDOT noted that once they determine the plans and contract documents are acceptable, a review will be made by the FHWA. The FHWA review period is anticipated to take a month.

It is anticipated that advertisement for construction will occur in spring 2011.

- Pine Street and Palm Street Improvements

Review of design concepts is continuing on Pine and Palm Street. Improvements will include reconstruction of sidewalk and pavement surfaces. Considerations include options for roadway width, bicycle shoulders, crosswalk treatment, planting areas and traffic operations.

- Millyard Chimney

On February 3, 2011 a meeting was held at the office of NHDOT to provide an update of the project approach related to restoration of the chimney. In attendance were representatives of the City of Nashua, NHDHR, NHDOT, FHWA and HSI.

The upcoming demolition of the top 20 feet of the chimney was presented. Attendees concurred with the City's approach and agreed with steps proposed to protect bricks during this work.

Representatives of NHDHR noted their satisfaction with previous work by International Chimney, the contractor selected by the City.

Schedule for this work has been delayed by weather and is anticipated to commence in February 2011.

After demolition of the Boiler House, it is anticipated that a contract will be advertised for rehabilitation of the chimney. The work will include repointing joints, reconstruction of the top 20 feet and restoration of lightning protection.

STATUS OF THE PROJECT DESIGN

A Request for Qualifications for Final Design of the Parkway has been submitted to NHDOT & FHWA for review. Upon completion of this review the RFQ will be finalized and issued.

STATUS OF THE RIGHT OF WAY ACQUISITION

There are several aspects of the project related to right-of-way acquisition for which the extent of unknown information leads to uncertainty with respect to the budget and schedule:

- The project has acquired 40 Pine Street and the building was removed during December 2010.
- Until appraisals of property values and relocation costs are prepared, the total cost of right-of-way acquisition is uncertain.
- The current budget is based on NHDOT information carried forward from 2003.
- Property needed for the project includes parcels that are needed in entirety, as well as parcels where only a portion of the property is needed.
- Most of the full parcel acquisition has been completed. Many partial acquisitions cannot commence until further design development occurs.

- *Because offers previously made for several parcels adjacent to the railroad between Broad Street and Baldwin Street, as well as 44 Broad Street have not been accepted, eminent domain procedures have been started by NHDOT*
- NHDOT and their consulting appraisers are working on appraisals for high priority total acquisitions.

OVERALL PROJECT BUDGET

Following completion of the 2007 Cost Reduction Study an analysis of projected costs led to the conclusion that the cost to complete the project could be \$68.1 million.

Following this analysis, the upper limit of potential City expenditures to complete this project (the difference between cost to complete and available federal funding) was estimated to be \$37.6 million dollars.

As various components of the project continue to be refined, opportunities to reduce overall expenditures continue to be evaluated. However, there are still areas where costs cannot be determined until further coordination and design development occur. These allowances include costs associated with mitigating subsurface contamination, relocating utilities, acquiring right-of-way and obtaining necessary permits.

Costs based on the methodology used previously to establish the budget in 2007 dollars are being used as a baseline of analysis.

Generally the budget is consistent with the baseline previously established in 2007 dollars using the same methodology. Current cost projections are anticipated to be \$46 million before adding allowances for contingencies. This compares with \$45.8million previously projected for Option 2.

With application of the previously described allowances to address costs that may be incurred due to presently unknown concerns, it appears reasonable to conclude that the maximum level projected for City funding will not be exceeded. With these allowances, the total in 2007 dollars rises to \$49.6 million.

Applying conservative inflationary projections to the 2007 estimated project budget results in a total estimated cost of \$67.3 million. This total is less than the previous projection of \$68.1 million.

ENVIRONMENTAL MITIGATION

There are several aspects of subsurface contamination for which there are uncertainties with respect to budget and schedule.

This includes subsurface contamination within the Millyard as well as buried asbestos material at several locations within the project area.

Efforts are underway to compile records from NHDOT files to document the extent of past investigation and define the scope of work remaining.

UTILITY AND RAILROAD COORDINATION

This project includes significant impacts to utility and railroad facilities within the project area. Efforts to update previous coordination by NHDOT (performed in 1999 to 2002) have been initiated. All utility owners have been contracted and one-on-one meetings have commenced to discuss implication of the project to the existing utility infrastructure.

Meetings have been held with owners of water, gas, power and telephone utilities. Coordination necessary for the early Pine Street and Palm Street contract has been prioritized.

Follow-up meetings are presently being scheduled.

PUBLIC MEETINGS

Between June 2007 and August 2010, there were eight public meetings that focused on progress of the Parkway Supplementary Analysis; the Cost Reduction Study; and the ongoing Environmental Re-Evaluation.

These meetings are summarized in an August 12, 2010 memorandum prepared by Nashua Regional Planning Commission (NRPC).

In addition, Mayor Lozeau and Project Manager John Vancor attended the Aldermanic Infrastructure Committee meeting on March 10, 2010 to discuss the acquisition of 40 Pine Street for the project.

Leon Kenison, P.E., Director of Public Works and Stephen Dookran, P.E., City Engineer attended the Aldermanic Infrastructure meeting on May 12, 2010 and discussed several aspects of the project.

The Parkway project has also been discussed at several meetings of the Board of Public Works.

The Aldermanic Infrastructure Committee held a meeting which included a walk of the route of the portion of the project south of the Nashua River on September 25, 2010.

A joint meeting of the Planning and Economic Development Committee and the Business & Industrial Development Authority (BIDA) was held on December 7, 2010. The meeting focused on redevelopment of the former Mohawk Tannery site.

Project Manager John Vancor attended Aldermanic Infrastructure Committee meetings on October 13, 2010, December 8, 2010 and January 26, 2011 to provide updates on several aspects of the project.